A NEW ROAD FOR CENTRAL.

FATE OF THE NEW-YORK AND NORTHERN.

REASONS WIFY A DEAL WITH THE VANDER

BULES IS LIKELY TO BE MADE. now practically certain that the New and Northern Railroad will fall into the hands of the New-York Central. This is what was predicted by The Tribune when the Manhattan Railway directors declined to take the road from J. Pierpont Morgan, who purchased the road from the Whitney party about six weeks ago. It may not be officially stated that negotiations have reached a decisive point, but Presilent Chauncey M. Depew, of the New-York Central. declined yesterday to say that the Northern road would not eventually find its way into the hands of

The terms of the transfer will not be settled for some time. The situation of affairs is such that it considered probable by well-informed men that terms will not be far from those on which the Northern roud was offered to the Manhattan and de The figures were 80 for the second mortga conds, 35 for the preferred stock and 15 for the common stock. It is not considered likely that Mr Morgan will consent to lower figures, and it is under tood that the price which would be represented b these quotations was offered for the New-York and Northern property by the New-York Central about The New-York, New-Haven and Hartford will not be a party to the transaction, it is believed. the New-York Central desiring to secure undivided Of course the relations between the Central and the New-Haven will assure the latter against future adverse use of the New-York and Northern

cost of the New-York and Northern to the w-York Central at the basis upon which it is be lieved the deal will be completed looks, on its face. be large. But the importance of the Northern road to the Central cannot easily be measured. ds of a strong corporation like the New-York Central the Northern road is capable of great develop-Its local traffic is sure to grow, railroad men ay, and while its charges for the time being may be heavy, if an enterprising management can have th control there are improvements possible that will stimulate an increase in local business. The extensive lands owned by the Northern on the Harlem River will also be of decided advantage to the New Central in its solution of the problem of expanding its terminal facilities in New-York. ds remain in the control of a road burdened by excessive fixed charges they can receive no propedegree of development, but when utilized in conne tion with a powerful parallel system they are of Another important consideration which de

will influence the management of the New-York Cen-tral is the relation of the New-York and Northern future needs of rapid transit in this city and the development of the suburban traffic. Altho it may take years for the territory tributary to the w-York and Northern to reach a condition of derelopment equal to the profitable operation of the don and franchise of the Northern road will be of mense value. Before the time when the Northern ter will be impossible of duplication. By possessing the control the New-York Central will not only enjoy he actual profits of operation, but it will be pos-essed of the monopoly of all practicable railroad ches to Manhattan Island from the north. The New-York and Northern may also be turned to excelof the New-York Central in a manner that will facilitate the movement of both through and local freight. control of the Northern by the Vanderbilts wil the people who live in the countles east of the live between New-York and Albany. The New-York Central management, doubtle

has an eye upon the effect of the control of the New-York and Northern upon the future of the Manhattan Railway. The latter company is now dominated by Gould interest, in spite of the prominence recently schleved by Mr. Morgan in the management of the ele vated railroad system. The Morgan-Vanderbi't interes in Manhattan is known to be large, however, and there may be a future contest for control of the elevated railway property. No matter how the problem of maly be a latter contest and the problem of rapid transit may be finally solved, it is probable that the roads north of the Harlem River are destined to play an important part it the needs of the population of New-York for quick travel. The control of New-York and Northern by the New-York central would give the Vanderblits a decided advantage in any future arrangements that may be made for the solution of rapid transit on existing lines. Last, but not least, raintend men admit the advantage to the New-York Central in owning the Northern road, in effectually shatting off the possibility of future developments that would establish a rivalry against the New-York Central allies of the New-York Central, and might lead to unhappy complications. At the same time, in case of possible rupture in the future, the New-York Central would be in a stronger position to defend itself or enforce terms upon New-England questions if the New-York and Northern runs from One-hundred-and-fifty-affirst, and Fighth-ave., in this city, to Brewster's, N. Y., a distance of fifty-four miles, with a branch from Van Certaind Lunction to Vonkers. The total length of read epented is over sixty-one wite.

a branch from Van Cortlandt Junction to Yonkers, The total length of read eperated is over sixty-me miles. The funded debt consists of \$1,200,000 first mottgage 5 per cent bonds and \$3,200,000 sectond mertgage 4 per cent bonds. The calital still consists of \$3,600,000 common, and \$6,000,000 preferred stock. The control was purchased in the latter part of January from the capitalists that controlled the New-York Loan and Improvement Company. The property was offered to the Manhattan Railway, but the Influence of George J. Gould, Eussell Sage and their triends was smillerent to secure the rejection of the offer.

NEW-HAVEN OFFERS AN ALL'ANCE.

A COMMITTEE TO ASCERTAIN WHETHER WAR OR PEACE IS DESIRED BY BOSTON AND MAINE. The directors of the New-York, New-Haven and Hartford Railroad met yesterday and declared the

regular dividend. But a more important topic, and on which all of the directors afterward maintained extreme reticence, was that of the future re lations between the New-Haven system and the Boston and Maine. The railroad situation in the New England States has reached a stage where the New The milroad situation in the Haven road feels strong enough to meet any invasion of interests from beyond Boston. The deal between the Boston and Maine and the Reading, which was made prior to the receivership of the latter company, threatened to bring the Boston and Maine into collision with the New-Haven in the territory controlled by the last named road. The collapse of the Rending has not changed the situation in a manuer that assures the New-Haven of its freedom from out A. A. McLeod, Reading's president and now one of its receivers, is still president of the Poston and Maine, and it is said that the New-York and New-England stock purchased by Mr. McLeod has been assumed by the Reading receivers. It is believed by well-informed men that an actual majority of the stock of the New-England road is now in the treasury of the Reading, subject to the redemption of the Reading securities which Mr. McLeod 1s said to have pledged for the security of the loan upon which he made his purchase of the control of New

If this be demonstrated to be true, the friends of the New-Haven company realize that they may still have on their hands a possible contest with the Reading-Boston and Maine alliance. It is understood that the New-Haven directors took steps yesterday to bring the matter to a head. A committee was appointed, with J. Pierpont Morgan as chairman, to open negotiations with the lieston and Mains manage ment in the hope of restoring harmonious relations The attitude of the New-Haven road to the Boston and Maine is still friendly, and there is every desire to avoid future conflicts. It will be the duty of the committee to present this fact to the Boston and Maine managers, with a view to ascertaining if cordial relations can be sustained. The bearing of the control of the New-York and New-England road and relations between the Rending and the Bosto and Maine upon the question of the future policy of the New-Haven road is obvious. If the Boston and Maine intends to back up the plans of Mr. McLeod for the oxtension of the Reading-Boston and Maine in guence in Massachusetts and Connecticut, the New Haven road will, it is understood, gird up its loins for a renewed contest. If, however, the Loston and ot disposed to support Mr. McLeed to the utmost, and will consent to a treaty of peace or any alliance with the New-Haven interests, the last named company will deal cordially with the Boston and

The result of the work of the Morgan committee for the New-Haven company will be watched with interest by students of railroad affairs in the New-The failure of the negotiations that will be set on foot may lead to an active renewal of the contest between the New-Haven and the Boston and Maine. This contest has been somewhat ex-pensive for both companies, and has led the owners pensive for both companies, and has led the owners of nearly every railroad between New York and Boston to expect to sell its property for fancy prices to either one or the other of the two big contending systems. If harmony can be established between the lieston and Maine and the New-Haven roads there may be a clange in the railroad situation in New-Bagland which will remove friction and eventually give the control into the hands of the two companies that have lately been at loggerheads.

As bearing upon this point, it is interesting to note

that Austin Corbin yesterday gave a denial of the report that he was inclined to accept Mr. McLeod's offer to him of the presidency of the New-York and New-England road. Mr. Corbin said that he would not accept the presidency under any circumstances.

SUPERINTENDENT BURROWS ILL.

George H. Burrows, for many years superintendent Hudson River Railroad, has been obliged to relinquish his duties on account of falling health. Speaking of Mr. efficient officer of the Central. His health has been very poor of late, and he thought that he needed a rest to enable him to recursors. resignation. The directors, after carefully consider-ing Mr. Enrrows's resignation, refused to accept it and decided to give him a year's vacation, hoping that he will regain his health and he able eventually to return to his old place. His work will be performed by his assistants this year."

LAKEWOOD DURING LENT.

Lenten season can be enjoyed nowhere more profitably than at Lakewood, where the hotels and cottages are now filled. Lakewood is at all times a delightful retreat, but the blustering month of March is peculiarly pleasant among the plues, because of Lakewood make outdoor life a positive pleasure, while hotel and cottage life is niways enjoyable at this resort. Trains leave New-York, station of the Central Railroad of New-Jersey, foot of Liberty-st., at 8:15 a. m., 1:45, 3:40, 4:20 and 3:15 p. m.

A NEW TRAIN FROM ST. LOUIS TO GALVESTON. Announcement is made by C. D. Simonson, general Eastern agent of the Atchlson, Topeka and Santa Fe system, that on April 2 the St. Louis and San Francisco Railway, in connection with the Gulf, Colorado and Sunta Fe Railroad, will begin running a limited vestibule express train, with dining cars, be tween St. Louis and Galveston. It is promised that this train will make the fistest time between the two cities, and the equipment will be of the highest

AN AGREEMENT ON PACIFIC PERCENTAGES Chicago, March 4.-The Western Passenger Assoclation to-day closed its conference concerning Pacin Coast rates, and reached a conclusion that was satisfactory to the Northern Pacific, the Great Northern and the roads between here and St. Paul. Chairman Midgley declined to say what percentages had been agreed upon, but it is known that the St. Paul roads will receive a material increase.

BALTIMORE-WASHINGTON ELECTRIC LINE.

Baltimore, March 4 (special).-The Philadelphia all the stock held by Baltimore parties in the Bal timore and Washington Boulevard and Electric Railroad. The traction people also recently bought the Belt Line in Washington. A new route for the road to Washington has been surveyed. It will not follow the old turnpike, as originally intended, only that part of the road from Myattsville to Wash-The traction people also recently bought the ington will be put in operation this summer. The construction of the entire line will not be until Congress acts on a bill making an appropriation for a national boulevard or military road between the two cities. The traction company will not cable any more of their Baltimore lines, but use the trolley instead.

"DAVE" DISHLER AS A POLITICIAN.

HIS SERVICES SAID TO BE NEEDED IN ONEIDA COUNTY.

Albany, March 4 (Special).-David A. Dishler has been an important figure in Onelda County politics. Since his exile because of the indictment handing over him for his implication in the escape of Thoms O'Brien, the "bunco king," from officers in Uitea year ago, his absence has been felt. Particularly have the Clevelandites suffered from his absence. Railroad Commissioner Samuel F. Beardsley, the head and front of the Hill Democrats, with his following has made bad rents in the ranks of the Cleveland and the situation was such that something had to be done soon in order to retain any semblane of organization in Onelda County. Dishler was the man, but he was in exile, with an indictment hanging over him. In fact, two indictments are pending against him, one in Oneida and one in Albany County. Both are for the same offense.

For some time the Cleveland Democrats have been

corresponding with Dishler, and a compact was made with him to return and stand trial. The Albahy officials, before whom the case of Dishler will come, he gave himself over to the Oneida officers, and in both countles was admitted to bail. He is to appear both counties was admitted to fail. He is to appear in Albany on Monday to have a day for his trial fixed. It is promised that Dishler will be able to prove his innocence. In this case the Oneida County in-dictment will have to lapse, and Dishler can take his place in Oneida County politics again and brace up the Cleveland machine.

CONVICTS ATTEMPT TO ESCAPE FROM JAIL.

Boston, March 4.-John Booth and Maurice Mc-Carthy, two convicts at the State Prison, made a daring but unsuccessful attempt to escape this afternoon. They had been at work in the yard, and at about They had been at work in the yard, and at adom 3 o'clock started for the guard-room. Officers Seavey and Darling were on duty there, and as Seavey, who had the keys, turned his head for a moment, Booth sprang upon him and attempted to secure them. Booth produced a revolver, but before he could fire at eavey's heart, the officer threw up the weapon, receiving two shots in his hands. He was blinded for a moment, but assistance quickly came and Booth was overpowered. Meanwhile McCarthy had attacked officer Darling, but gave up in a few seconds. For a time there was the wildest excitement, prisoners in their cells veiling and beating the walls. Quiet was restored after the two men had been locked up.

A LARGE GOVERNMENT CONTRACT AWARDED.

Rockland, Me., March 4.-The Bodwell Granite Company, of this city, has been awarded the con tract for the new postoffice in Washington, D. C. The granite-work will be done at Vinal Haven, and that part of the contract aggregates \$500,000. It will employ a large crew of cutters for two years and a half.

A COLD SNAP IN MISSISSIPPI

Jackson, Mi-s., March 4 (Special).-The thermometer here dropped from 75 yesterday to 28 to-day, and the weather is the coldest of the winter. It is probable that peaches, tomatoes and other early fruit is killed.

MESSRS CHAPMAN AND WORMSER SUSPENDED. The Governing Committee of the Stock Exchange vesterday at a special meeting considered the case of Charles E. Chapman and Isider Wormser. Mr. Chap man and Mr. Wormser got into a controversy at the close of business on last Wednesday over the final quotation of Philadelphia and Reading stock. The result was that Mr. Chapman planted his fist twice against Mr. Wormser's face. After hearing the against Mr. Wormser's face. After hearing the testimony of a half-dozen witnesses, the Governors voted to suspend Mr. Chapman for thirty days and Mr. Wormser for ten days.

ST. LAWRENCE HOSPITAL BURNED.

Watertown, N. Y., March 4.-The State of New York suffered a loss of from \$150,000 to \$175,000 this morning by the burning of Group No. 3 of the series of buildings which constitute the St. Lawrence State Hospital for the Insane at Point Airy, near Ogdensburg. The State had no insurance, contractors were just completing the interior of the building. Ogdensburg firemen helped to fight the finnes, but the fire had evidently been burning an hour before it was discovered. Only one wall re-mains standing.

CHICAGO RACING O:FICIALS INDICTED

Chicago, March 4 (Special).—Indictments were re-turned to-day against the officials of the Chicago Racing Association, owners of the Hawthorne track, charging Association, owners are investigated and a second of the men-indicted are Edward Corrigan, Joseph Ullman, John Brennockt, John Burke and James Burke. This is an outer-oping of the war between Corrigan and the Old Garfield Park crowd, which resulted last summer in the killing of Captain Brown, the turfmen, and two poli in one of the raids on the West Side track. I these raids, which finally caused the closing of the Gar field track, was Edward Corrigan. The Garfield people started to ruin the season at Hawthorne and force him to close his gates. Corrigan swore that he would close the Garfield track, and kept his wor?. The Garfield track people then conceived the Roby scheme. Hankins and Mc-Donald would have nothing to do with it, but a syndicate bonsid would neve noting to do with it, out a syndretic with John Condon at its head, and comprising the rest of the Gorfield people, started it. It is only a few weeks since the racing season at Roby was discontinued and Corrigan's track at Hawthorne left with a monopoly of racing in Chicago. Now it is intimated that Condon and his friends are "getting even" with Corrigan, and while they do not appear on the surface in the action that has resulted in the indictments returned by the Grand Jury to-day, it is understood that they have pushed the pro-ceedings.

AGAINST RACING LAWS.

YOUNG MEN DEMAND REPEAL AN EARNEST MEETING OF THE Y. M. C. A. AT NEW-BRUNSWICK.

good attendance of delegates fro parts of the State at the mass-meeting of the Young yesterday afternoon. The meeting was held in answer to a call of the State Committee, and it was in Orange, Trenton, Camden, New-Brunswick and Eliza beth. William R. Janeway presided, and J. W. Nicely, of Princeton College, was secretary. The vice-presidents were J. A. Campbell, of Trenton; E. s. Campbell, New-Brunswick; W. O. Fayerweather, Paterson; C. M. Howe, Passaic; A. H. Suzfield, Montclair; H. H. Trueman and Elchard Climite, Orange: George R. Howe, Newark; F. W. Longstroth, Rahway: Lewis Edwards, Long Branch; Andrew Lyon, Perth Amboy; J. W. Jackson, Plainfield; C. H. Curtis, Camden; C. W. Shoemaker, Bridgeton; the Rev. F. L. Pelton, Princeton College; Austin Scott Ratgers College; F. J. Alcott, Mount Helly; Charles B. Grant, Summit; T. J. Griffith, Hoboken; of the Railroad Association; C. W. Bradley, Weshawken; James M. Webb, Madison; W. G. Tyler, Salem; T. W. Moore, Clayton; George E. Voorhees, Morristown; E. J. Ross, Dover.

The Rev. B. C. Lippencott opened the meeting with prayer and Professor Dellinger, of Princeton, ad-dressed the meeting, calling upon the young men of the State to lay aside party affiliations and support only good men for office. Dr. J. W. Riggs, of the Seminary, denounced racetracks as degrading, victors and cruel. He said that if the prisoners now in the penal institutions of the State were to be released they would flock to the racetrack, not to the church.

George A. Warburion, secretary of the Railroad As sociation's National Committee, said that the New Jersey Assembly was worse than Tammony Hall, which he considered an extremely evil association. favored the repeal of racetrack laws, and urged thos present to work for this object. He said that the members of the Rallroad Association favored the repea and would help the members of the New-Jersey associa

tions in every way possible. Chairman Janeway took exception, in a friendly way, to the insinuation by Mr. Warburton that the New-Jersey Assembly was the most vicious organiza tion of its kind by saving that the only reason that the gamblers did not go to New-York or Pennsylvania to buy legislators was that at Albany and Harrisburg there were too many legislators and it would cost to much, therefore to save money they came to poor little New-Jersey, which was sandwiched in betw arge neighbors, and was made the victim of the vicand greed of these men.

Werts in sending the bills back to the House and Senate without his approval in such haste. He be lieved that if Governor Werts had kept the bills in they would not have been passed over his veto, as the law-abiding and self-respecting citizens of the state would have taised such a storm of indignation that the legislators would have hesitated long before passing the bills.

W. D. Murray, of Phinfield, State President of the Young Men's Christian Association, presented resolutions calling for the repeal of the laws, which were adopted.

PROTESTS FROM THE CHURCHES.

the Protestant churches of Newark will unit services to-night for the purpose of denouncing the three racetrack laws passed by the New Jersey Legislature. The congregations of each section will hold a union service in the largest of the churches in the section, and by this plan eight groups have been formed. The meetings will begin at 7:30 o'clock, and will be addressed by pasters and prominent laymen. After the meetings a petition will be circulated which everybody will be requested to sign The petition reads as follows: "We, the undersigned voters of the city of Newark, N. J., scientily protes against the passing by the Legislature of the bill known as the 'Racetrack bills,' and hereby demand their immediate repeal."

The Rev. Dr. E. A. Bulkley and the Rev. E. J.

coper, of Rutherford, will speak at the Presbytetian and Baptist churches to-day in condemnation of the racetrack bills. Petitions for their repeal are to be distributed for signature in most of the Rutherford

been given to all the pasters in Passaic, N. J., and to the Young Men's Christian Association. The pe-titions and signatures will be sent to the Passaic County Freeholders' meeting on Tuesday.

AGAINST OPENING THE CLIFTON TRACK.

A meeting of the opponents of the opening of the Clifton racetrack will be held on Monday night in he Reformed Church at Clifton, N. J. A petition will be drawn up asking the town and county boards to refuse a license to the track,

Preparations for the reopening of the Clifton track are being pushed forward rapidly. The grounds are in excellent condition, and show has been cleared from the betting ring, paddock and track.

TO HOLD A BIG MEETING AT ELIZABETH.

A big anti-racetrack demonstration will be held his afternoon at 4 30 o'clock, at Library Hall, for the purpose of arousing the workingmen of Edzaleth against the moustrous racetrack evil, which threatens to be again saddled on the community. Mayor Ran-ken will preside, and the subject to be discussed by the speakers will be "The Relation of the Racetracks to the Workingmen."

TO HOLD A PUBLIC MEETING AT BAYONNE.

Councellor Horace Roberson, chairman of a Citizens' Committee for the 1st Assembly District of Hudson County, Issued a call which resulted in the holding of a meeting yesterday afternoon at Bayonne, N. J., to arrange a public meeting on racetrack legislation. The Rev. William W. Knox, of the First Reformed Church, presided, and Mr. Roberson was secretary Mr. Roberson suggested the new City Hall, and was empowered to secure the hall or First Reformed Church for a public meeting at 8 o'clock Monday evening. A Committee on Resolutions, with power speakers and a permanent organization,

AN ECHO O: THE KEARNY STRIKE RIOT.

The Clark Thread Company has begun a suft for \$25,000 damages against the Hudson County Board of Freeholders. The claim is based upon damages to the company's property in Kearny during the strike rlot in 1891. The strike was undertaken by the spinners, and in a spirit of sympathy all the rest of the operatives went out. When the company attempted put new spinners at work, the latter and the special officers escorting them were attacked with stones by a mob. The windows of the mills were sma-hed and much injury done to the machinery. The township and county authorities took no adequate steps for the protection of the property, until Congressman Edward F. McDonald personally faced the mob, and by his example helped to step the violence.

ONE KIND OF " HAIRLESS PAPER "

ro The Editor of The Tribune. Sir: Regarding the pathetic scientific inquiry of your "Stray Notes" reporter in The Tribune for March 3 I find after careful research at least one species of paper that may satisfy his search for "halriess paper. He will find it in Well Street and its vicinity, used in financial paper warehouses, and known to the trade as "shaved notes." Southport, Conn., March 4, 1803.

AGAINST THE LONG ISLAND CITY PEST HOUSE. County Judge Garretson at Jamalea, L. I., yester-day granted an order directing the Long Island City Board of Health and the city officials to show caus why a permanent injunction should not be granted preventing them from completing or occupying the pesthouse now being put up on the southwest corner of Skillman-ave, and Hulse-st. It stands close to the city line, opposite the village of Woodside. The application for the injunction was made by W. H. Susdorf, a resident and property owner in Woodside through his attorneys. Mr. Sussdorf says that the presence of the pesthouse will not only injure the raine of property in Woodside, but will endanger the health of the people in that place. Affidavits were offered as supporting evidence. The pest house was to have been ready Monday. The order acts as a stay of proceedings, and will stop work on the building.

Lost and found.

\$10 REWARD.—Lost in front of Broadway door of Fifth Avenue Theatre, an opera glass made by Caevaller, Paris, in plain black leather case; finder may heep money in the case. Return to 9 Lexington-ave.

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